

"The construction of the branch began in June, 1899, and was completed in June, 1906. The date of the first operation of trains over the Greenbrier Branch in Pocahontas county was in 1900. The mileage of this branch in Pocahontas county, W. Va. is, main line, 65.5 miles, with 12.73 miles of sidings."

In 1905 from a report by the Secretary of State on the assessed valuation of railroad property in West Virginia the Greenbrier Branch of the C. and O. Railroad in Pocahontas county was given as follows: Pocahontas county- 62.95 miles main line at a value of \$3,630. per mile, making a total value of main line of \$228,508.50. Length of siding-- 9.37 miles at a value of \$1,650. per mile. Total of sidings \$15,460.50. Total value of tools and machinery, \$440.00 value of buildings and real estate \$4,620.00 telegraph line-- 64 miles at a total value of \$2,240.00 Grand total of all taxable property-- \$320,514.00

in five years, 1900 to 1905, Pocahontas County changed from being one of the few counties in the state without a railroad to the county having the greatest railroad milage in the state. The county began to develop at once. From 1900 to 1910 Pocahontas had an increase in population of 72% which was largely due to the construction of the railroad. Lumber towns sprang up all along the route and booming days for the county began. Marlinton changed from a town of 171 people to one with 1,045 by 1910 and to 1,117 in 1920. The Greenbrier Tannery of the Union Tanning Company of New York was built at Marlinton in 1901, and employed around 150 men. The Pocahontas Tannery at Frank was built soon after the completion of the railroad to that place. The farmers now had a way to get their cattle, sheep, poultry and other farm products to market without driving the overland to another state. It was no longer necessary to go to Millboro and other railroad centers out of the county and haul in goods by wagon train. Since there were four passenger trains per day up and down the Greenbrier River much of the travel to and from Marlinton the county seat and other points on the railroad was by train until the coming of the automobile and good roads made it more convenient to travel by automobile.

At the present there is the one passenger ^{train} up from Moncevert in the forenoon and back down in the afternoon. It has a gasoline engine instead of steam. The freight goes up one day and back down the next.

The stations and postoffices are as follows:
Entering Pocahontas on Droop Mountain 34.8 miles from Moncevert,
the first stop is
Beard----- 41.3 miles from Moncevert
Seebert----- 48.6 " " "

Watoga----- 50.9 miles from noncevert

buckeye----- 55.0 " " "

Marlinton----- 58.9 " " "

Clover Lick-----73.9 " " "

Sitlington-----79.7 " " "

Cass----- 83.5 " " "

Hosterman----- 90.9 " " "

Boyer (Nottingham P.O.)

Durbin-----98.4 " " "

Bartow----- 100.9 " " "

Winterburn(Thornwood P. O.) 103.7 miles from noncevert

Other post offices in the county but situated on star or rural free delivery routes are:

Boyer,	Burr,	Edray,	erost,
Green Bank,	Hillsboro,	Jacox,	Huntersville,
Linwood,	Lobelia,	Mace,	Mill Point,
Onoto,	Slaty Fork,	Spice,	Minnehaha Springs,
Woodrow.			

Railroads

Western Maryland Railroad--Spruce Branch

This branch of the railroad was built by the Greenbrier, Cheat and Elk Railroad Company in 1911. Their Certificate of Incorporation as found in Deed Book 46 page 288 is as follows.

" September 27, 1910. The railroad which this corporation proposes to build will commence at or near Bemis in Randolph ~~in~~ county on the Shavers Fork of Cheat River thence by the most practicable route by way of the Valley of Shavers Fork of Cheat River into Pocahontas County to the waters of Big Spring Branch of Elk River and by way of the valley of Elk to some point near Webster Springs in Webster County; with a branch up the Old field Fork of Elk River to some point on the Marlinton and Camden Railroad in Pocahontas; with a branch line from that point at or near the mouth of Slaty Fork and up Slaty Fork Creek to a point on the C and O Railroad at Clover Lick; and with a branch line from some point at or near the mouth of Valley Fork of Elk River in Randolph county. The principal business office to be at Cass.

The capital stock was \$50,000 divided into shares of \$100. each. The shareholders were:

S. E. Slaymaker	-----New York City	-----	10 shares
Henry L. Condit	-----	"	----- 10 shares
John C. Luke	-----New York City	-----	10 shares
George H. Perkins	-- new York City	-----	-10 shares
George S. Nelson	----new York City	-----	-10 shares